

Chapter 6 **Summary of Public Involvement**

The CEQA guidelines explain the process and goals of scoping in the early planning stages of project development, as well as the purposes and procedures of public review. The following sections outline the outreach efforts to other agencies and the public that transpired prior to the release of this DEIR.

6.1 Agency Briefings

Presentations were made to the City Councils of Roseville, Rocklin, Lincoln, and the PCTPA in the year 2000. A project development support document was circulated among these entities that outlined the project objectives and alternatives. The above efforts resulted in a series of resolutions from the local governments indicating support of the project (see Attachments A-D).

6.2 Public Participation/Outreach

A public information meeting, or open house, was held for interested parties and potentially affected individuals and groups on February 28, 2002, at the Roseville Corporation Yard facility. Graphics and aerial photographs were presented to inform the public visually of the nature of the project. Caltrans staff from various functional units were available to answer any questions and they included; traffic engineers, right-of-way agents, environmental planners, etc. Paid advertisements regarding the February 2002 meeting were published in the *Sacramento Bee* on 2/14/02 and 2/24/02; the *Roseville Press Tribune* 2/19/02 and 2/25/02; the *Auburn Sentinel* 2/22/02; the *Auburn Journal* on 2/17/02; and the *Colfax Record* on 2/20/02. Additional mailed and faxed invitations were sent to public agencies. Drop-in or mail in comment cards were available at the meeting. Of the 38 attendees, 13 comment cards were received expressing overwhelming support for the proposed project.

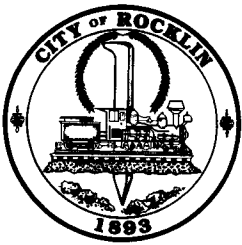
A second public open house was held for the public on April 22, 2003, at the City of Roseville's Maidu Center. This meeting coincided with the release of the IS/ND that publicly circulated from 4/14/03 to 5/14/03. Similar graphics and staff attendance were available at this meeting as well. In addition a comparable press release of paid advertisements for the meeting were distributed.

A future public meeting on **April 22, 2004 from 4pm to 7pm at the Maidu Community Center in Roseville, 1550 Maidu Drive, Roseville CA 95661**, will take place during the public circulation period for this DEIR. This will allow the public and resource agencies another opportunity to discuss or contribute comments on the proposed project.

6.2.1 Notice of Preparation

A Notice of Preparation (NOP) was published and distributed to the public regarding the preparation of this DEIR on February 11, 2004. Since the DEIR was in preparation during the NOP circulation period, some of the issues discussed in the response letters were already addressed in the DEIR and do not need to be incorporated by reference directly. See Figures 10 and 11 for the response letters received during the NOP circulation period.

Figure 10. Response letter from the City of Rocklin regarding the NOP.



City of Rocklin

3970 Rocklin Road
Rocklin, CA 95677-2720
916-625-5000
TDD 916-632-4187
www.ci.rocklin.ca.us

March 2, 2004

Gregoria Ponce Garcia
Interim Chief Environmental Management Branch S-4
Department of Transportation
District 3 – Sacramento Area Office
North Region Environmental Services
2389 Gateway Oaks Drive
Sacramento, CA 95833

SUBJECT: Response to Notice of Preparation of Draft Environmental Impact Report
for I-80 Freeway Improvement Project, Sacramento and Placer Counties

Dear Ms. Garcia:

Thank you for the opportunity to comment on the above-referenced Notice of Preparation.

The City's primary concerns with the project are associated with potential noise and aesthetic impacts. The EIR should evaluate increased noise levels associated with the proposed project, including the "bounce-back" phenomena that occurs when you place a barrier on one side of a roadway and the noise gets bounced off of the barrier back onto the other side of the roadway, resulting in higher noise levels on that side.

The City also has concerns with the potential installation of sound walls within the City of Rocklin. The City would like to encourage Caltrans to contact affected residents directly regarding potential sound walls and to have a public meeting on the project in Rocklin, not just in Roseville as was done in the past. Finally, the City would also like to encourage Caltrans to use berming and retaining walls and decorative aesthetic designs and treatments as part of the sound walls to reduce the visual impact of high walls. It is suggested that for any sound wall over 8 feet, use of berming should be considered. When berms are to be used outside of the Caltrans ROW and within private lots (residential uses) or public (park site) property, then the use of retaining walls should also be considered so as to minimize encroachment/loss of land due to the berming. The use of aesthetically pleasing designs and treatments is recommended for all sound walls.

If there are any questions or a need for follow-up, please contact David Mohlenbrok, Senior Planner, at (916) 625-5160. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Terry A. Richardson", with a long horizontal flourish extending to the right.

Terry A. Richardson
Community Development Director

TAR:ts

cc: Carlos Urrutia, City Manager
Rocklin City Councilmembers

Figure 11. Response letter from the Sacramento Metropolitan Air Quality Management District regarding the NOP.

February 25, 2004

Ms. Gregoria Ponce Garcia
Interim Chief, Environmental Management Branch S-4
Department of Transportation
District 3 – Sacramento Area Office
North Region Environmental Services
2389 Gateway Oaks Drive
Sacramento, CA 95833

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report – I-80 Freeway Improvement Project, Sacramento and Placer Counties.

Dear Ms. Garcia:

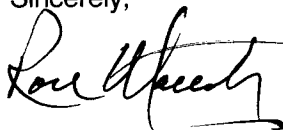
Thank you for referring the above referenced Notice of Preparation to the Sacramento Metropolitan Air Quality Management District (SMAQMD) for input. The Sacramento Federal Nonattainment Area is classified as a severe nonattainment area for the one-hour ozone standard. Off-road equipment accounts for 18% of the total mobile source inventory of nitrogen oxides, a precursor of ozone. We are therefore very concerned with construction equipment emissions.

The SMAQMD has established a Construction Emissions Mitigation Program, which it has applied to all land use and transportation projects that exceed the SMAQMD's adopted Thresholds of Significance. The emission reductions achieved from this Program are essential for meeting our State Implementation Plan (SIP) emission reduction commitments. Construction mitigation has been applied to numerous roadway improvement projects in the past, including Sacramento County projects and Caltrans' Route 16 Gap Closure Project.

Construction emission from this proposed project must be adequately analyzed. We recommend the SMAQMD's Roadway Construction Emissions Model, available on our web site, for this purpose. This project is an extension of the current HOV lane project on I-80 in Sacramento County. The equipment list from the current project should be used to estimate the emissions associated with this new HOV lane extension.

If we can be of further assistance as you proceed to prepare the environmental document, please do not hesitate to contact me at rmaertz@airquality.org or (916) 874-4882.

Sincerely,



Ron Maertz
Land Use and Transportation Coordinator

6.3 Internet

In March 2002, the Caltrans District 3 website displayed a link to a site that visually displayed the proposed project. In early April 2003, the Caltrans web site was expanded to include the addition of the Draft Negative Declaration online. However, since the Negative Declaration was rescinded, the Initial Study and other related documents have been temporarily taken offline until this DEIR is released for circulation.

6.4 Native American Contacts

With the development of the Historical Property Survey Report in December 2001, Caltrans mailed the Native American Heritage Commission (see Attachment E for response letter) and 15 Native American Tribes regarding the proposed project. Only the United Auburn tribe responded with no concerns noted.

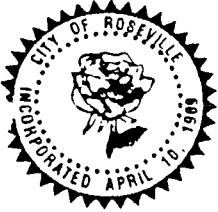
On April 24, 2003, the Native American Tribes were additionally notified for input. No responses were received.

6.5 FHWA Determination

On March 14, 2003, FHWA determined a Categorical Exclusion satisfied the requirements of federal review under the National Environmental Policy Act (NEPA). The Categorical Exclusion was signed on March 25, 2003 (see Attachment F).

Attachments

Attachment A. City of Roseville Resolution of support for proposed freeway improvements



CITY CLERK
CITY OF ROSEVILLE
TRADITION • PRIDE • PROGRESS

2000 Hilltop Circle • Roseville, CA 95747
(916) 774-5263 • Fax (916) 786-9175 • Tdd (916) 774-5220

August 8, 2000

Karl Dreher
Caltrans, Project Management
2800 Gateway oaks Drive, Suite 100
Sacramento, CA 95833

TRAFFIC CONGESTION ON INTERSTATE 80

At the meeting of August 2, 2000 the City Council adopted Resolution No.00-337 supporting Caltrans' proposal to pursue improvements to Interstate 80 from Highway 65 to the Southern Placer County Line to reduce traffic congestion. A certified copy of the resolution is enclosed.

If you have any questions, please contact Senior Civil Engineer Rhon Herndon at (916) 774-5339.

CAROLYN PARKINSON, CMC
CITY CLERK

By:

Elly Allen,
Deputy Clerk

Cc: Attorney
Engineering

RESOLUTION NO. 00-337

RESOLUTION OF THE COUNCIL OF THE CITY OF ROSEVILLE SUPPORTING CALTRANS' PROPOSAL TO PURSUE IMPROVEMENTS TO INTERSTATE 80 FROM HIGHWAY 65 TO THE SOUTHERN PLACER COUNTY LINE TO REDUCE TRAFFIC CONGESTION.

WHEREAS, Interstate 80 (I-80) is a major east-west freeway in the State of California, and is managed and maintained by the California Department of Transportation (Caltrans), and,

WHEREAS, the segment of I-80 from Highway 65 to the southern Placer County line has and will continue to experience significant growth in traffic volumes, and Caltrans expects said segment of I-80 to reach level-of-service "F" by 2005, and,

WHEREAS, Caltrans desires to pursue improvements to said segment of I-80 to reduce traffic congestion, and plans to apply for Interregional funding through the State Transportation Improvement Program (STIP) to fund an environmental document for said improvements, and,

WHEREAS, the City of Roseville wishes to express support of Caltrans pursuing improvements on said segment of I-80 to reduce traffic congestion.

BE IT RESOLVED by the Council of the City of Roseville as follows:

The Roseville City Council hereby supports Caltrans' proposal to pursue improvements to I-80 from Highway 65 to the southern Placer County line (specifically 1.6 kilometers east of Highway 65 to 700 meters west of the Sacramento/Placer County line) for the purpose of reducing traffic congestion.

PASSED AND ADOPTED by the Council of the City of Roseville, this 2nd day of August, 2000, by the following vote:

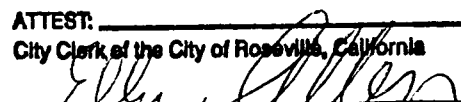
AYES	COUNCILMEMBERS:	Earl Rush, Dan Goodhall, Claudia Gamar, Randolph Graham, Harry Crabb
NOES	COUNCILMEMBERS:	None
ABSENT	COUNCILMEMBERS:	None


MAYOR

ATTEST:


CITY CLERK

The foregoing instrument is a correct copy of the original on file in the City Clerks Department.

ATTEST: 
City Clerk of the City of Roseville, California
DEPUTY CLERK

**Attachment B. City of Rocklin Resolution of support for proposed
freeway improvements**

RESOLUTION NO. 2000-234

RESOLUTION OF THE COUNCIL OF THE CITY OF ROCKLIN
SUPPORTING CALTRANS' PROPOSAL TO PURSUE IMPROVEMENTS
TO INTERSTATE 80 FROM HIGHWAY 65
TO THE SOUTHERN PLACER COUNTY LINE TO
REDUCE TRAFFIC CONGESTION

WHEREAS, Interstate 80 (I-80) is a major east-west freeway in the State of California, and is managed and maintained by the California Department of Transportation (Caltrans); and

WHEREAS, the segment of I-80 from Highway 65 to the southern Placer County line has and will continue to experience significant growth in traffic volumes, and Caltrans expects said segment of I-80 to reach level-of-service "F" by 2005; and

WHEREAS, many Rocklin residents rely on Interstate 80 for a variety of trip purposes and mobility; and

WHEREAS, Rocklin is a regional employment destination that relies upon Interstate 80 for the movement of employees, clients, materials, and products; and

WHEREAS, with the construction of HOV Lanes in Sacramento County, Interstate 80 will reduce in the number of lanes from 10 lanes in Sacramento County to 6 lanes in Placer County; and

WHEREAS, Caltrans District 3 proposes to nominate a project through the Interregional Improvement Program component of the State Transportation Improvement Program to conduct environmental and engineering studies regarding the feasibility of constructing HOV Lanes and auxiliary lanes On Interstate 80 between the Placer/Sacramento County Line and State Route 65; and

WHEREAS, the City of Rocklin wishes to express support of Caltrans pursuing improvements on said segment of I-80 to reduce traffic congestion.


NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Rocklin as follows:

Section 1. The Rocklin City Council hereby supports Caltrans District 3 proposal and encourages State, Regional and Local officials to support improvements to I-80 from Highway 65 to the southern Placer County line (specifically 1.6 kilometers east of Highway 65 to 700 meters west of the Sacramento/Placer County line) for the purpose of reducing traffic congestion.

PASSED AND ADOPTED this 22nd day of August, 2000, by the following roll call vote:

AYES: Councilmembers: Lund, Yorde, Hill
NOES Councilmembers: None
ABSENT Councilmembers: Cullivan, Magnuson
ABSTAIN: Councilmembers: None

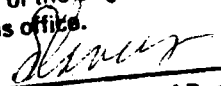
ATTEST:



City Clerk



Peter Hill, Mayor

The foregoing instrument is a
correct copy of the original document
on file in this office.
Attest: 

City Clerk, City of Rocklin

**Attachment C. City of Lincoln Resolution of support for proposed
freeway improvements**

RESOLUTION NO. 2000-145

RESOLUTION OF THE COUNCIL OF THE CITY OF LINCOLN SUPPORTING CALTRANS' PROPOSAL TO PURSUE IMPROVEMENTS TO INTERSTATE 80 FROM HIGHWAY 65 TO THE SOUTHERN PLACER COUNTY LINE TO REDUCE TRAFFIC CONGESTION.

WHEREAS, Interstate 80 (I-80) is a major east-west freeway in the State of California, and is managed and maintained by the California Department of Transportation (Caltrans), and,

WHEREAS, the segment of I-80 from Highway 65 to the southern Placer County line has and will continue to experience significant growth in traffic volumes, and Caltrans expects said segment of I-80 to reach level-of-service "F" by 2005, and,

WHEREAS, many Lincoln residents rely on Interstate 80 for a variety of trip purposes and mobility, and

WHEREAS, Lincoln is a regional employment destination that relies upon Interstate 80 for the movement of employees, clients, materials, and products, and

WHEREAS, with the construction of HOV Lanes in Sacramento County, Interstate 80 will reduce in the number of lanes from 10 lanes in Sacramento County to 6 lanes in Placer County, and

WHEREAS, Caltrans District 3 proposes to nominate a project through the Interregional Improvement Program component of the State Transportation Improvement Program to conduct environmental and engineering studies regarding the feasibility of constructing HOV Lanes and auxiliary lanes On Interstate 80 between the Placer/Sacramento County Line and State Route 65,

WHEREAS, the City of Lincoln wishes to express support of Caltrans pursuing improvements on said segment of I-80 to reduce traffic congestion.

BE IT RESOLVED by the Council of the City of Lincoln as follows:

The Lincoln City Council hereby supports Caltrans District 3 proposal and encourages State, Regional and Local officials to support improvements to I-80 from Highway 65 to the southern Placer County line (specifically 1.6 kilometers east of Highway 65 to 700 meters west of the Sacramento/Placer County line) for the purpose of reducing traffic congestion.

PASSED AND ADOPTED by the Council of the City of Lincoln, this 12th day of September, 2000, by the following vote:

AYES	COUNCILMEMBERS:	Baxter, Sprague, Storz, Cosgrove, Noyes
NOES	COUNCILMEMBERS:	NONE
ABSENT	COUNCILMEMBERS:	NONE


MAYOR

ATTEST:


CITY CLERK

**Attachment D. Placer County Transportation Planning Agency
Resolution of support for proposed freeway improvements**

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

IN THE MATTER OF: SUPPORTING IMPROVEMENTS TO INTERSTATE 80

RESOLUTION NO. 01-12

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held January 24, 2001 by the following vote on roll call:

AYES: S. Blackman, T. Cosgrove, T. Gaines, H. Hineline, R. Imsdahl,
K. Lund, R. Rockholm, K. Sands, H. White

NOES: None

ABSENT: None

Signed and approved by me after its passage


Chairman

Placer County Transportation Planning Agency


Executive Director

WHEREAS, pursuant to California Government Code, Title 7.91, Section 67910, PCTPA was created as a local area planning agency to provide regional transportation planning for the area of Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(c) identifies PCTPA as the designated regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, Interstate 80 (I-80) is one of four major east-west interstate corridors in California; and

WHEREAS, I-80 is designated by Caltrans as one of the highway Gateways for California in order to move people, goods, and services to and from the State; and

WHEREAS, the Capitol Corridor is recognized as an important mode of transportation in the I-80 corridor.

WHEREAS, according to Caltrans statistics, I-80 is experiencing an ever-increasing Average Daily Traffic (ADT) for both trucks and autos; and

1 WHEREAS, the ADT currently exceeds 137,000 cars and trucks at the Sacramento-Placer
County line; and

2 WHEREAS, these growing volumes are exacerbating the traffic congestion, traffic accidents,
3 and road closures; and

4 WHEREAS, Caltrans District 3 has planned and/or designed a number of rehabilitation
5 projects and truck climbing lanes in order to improve I-80 traffic and safety conditions; and

6 WHEREAS, these projects are in varying stages of implementation; and

7 WHEREAS, these projects are expected to improve the safety and longevity of I-80; and

8
9 **THEREFORE, BE IT RESOLVED:**

10 That PCTPA supports Caltrans' efforts to make continued transportation improvements
to I-80; and

11 That PCTPA supports continued emphasis on the Capitol Corridor rail service; and

12 That PCTPA joins other local agencies and private industry interests in California and
13 Nevada in this endeavor; and

14 That this support of I-80 improvements is not intended to jeopardize any of the projects
15 planned and/or programmed by PCTPA.

16 **BE IT FURTHER RESOLVED** that PCTPA supports an informal group of public agency
17 and private interests for recognition and improvements to the I-80 Corridor.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

IN THE MATTER OF: THE 2002 REGIONAL
TRANSPORTATION IMPROVEMENT
PROGRAM (RTIP)

RESOLUTION NO. 01-22

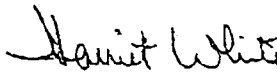
The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held September 26, 2001 by the following vote on roll call:

AYES: Blackmun, Cosgrove, Gaines, Hineline, Imsdahl, Lund, Rockholm,
Sands, White

NOES: None

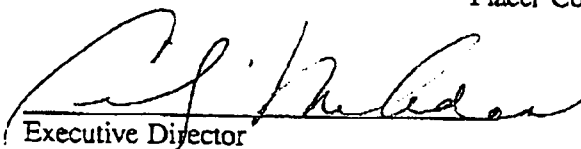
ABSENT: None

Signed and approved by me after its passage



Chairman

Placer County Transportation Planning Agency


Executive Director

WHEREAS, pursuant to California Government Code, Title 7.91, Section 67910, the Placer County Transportation Planning Agency (PCTPA) was created as a local area planning agency to provide regional transportation planning for the area of Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1c identifies PCTPA as the designated regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, it is the intent and policy of PCTPA to improve and maximize the efficiency of transportation services in Placer County; and

WHEREAS, the PCTPA has reviewed funding policies and considered comment received from its member jurisdictions on their transportation needs and priority projects; and

1 WHEREAS, PCTPA places the highest emphasis on delivering needed projects as quickly
2 and cost effectively as possible; and

3 WHEREAS, PCTPA member jurisdictions are attempting to fund as large a share as possible
4 with local funding sources; and

5 WHEREAS, State law requires the adoption of a Regional Transportation Improvement
6 Program (RTIP) by each regional transportation planning agency every two years, to be
7 adopted by the California Transportation Commission (CTC) into the State Transportation
8 Improvement Program (STIP);

9 NOW, THEREFORE, BE IT RESOLVED THAT the Placer County Transportation
10 Planning Agency hereby submits the following projects and recommendations to Placer
11 County 2002 Regional Transportation Improvement Program to the California Transportation
12 Commission.

13 Regional Transportation Improvement Program

14 Regional Choice Funds

15 Interstate 80/Sierra College Boulevard Interchange

16 The PCTPA requests that the CTC program \$7.5 million of new Regional Choice funds to the
17 I-80/Sierra College Boulevard interchange reconstruction. These funds are requested and
18 intended to match Caltrans' request for \$11 million in State Highway Operations Protection
19 Program (SHOPP) funds and \$5 million in local funds for right of way (ROW) and
20 construction. The programming of construction funds also retires the \$685,000 Advance
21 Project Development Element (APDE) advance awarded in the 2000 RTIP cycle.

22 Interstate 80/Douglas Boulevard Interchange

23 The PCTPA requests that the CTC program \$2.0 million of new Regional Choice funds to the
24 I-80/Douglas Boulevard interchange reconstruction. These funds will augment the \$8.69
25 million of Regional Choice funds currently in the STIP with the remaining funding coming
26 from local funds to complete funding for construction.

27 State Route 49 – Adjacent Local Road Improvements (PPNO#11L09)

28 The PCTPA requests that the CTC move \$260,000 of construction funding from FY 2002/03 to
add to the \$1,939 million of construction funds currently programmed for FY 2003/04.

Regional Choice Funds (4th year optional)

Interstate 80 Freeway Capacity Improvement Project

The PCTPA requests the CTC program \$2.0 million of Regional Choice funds for the Plans,
Specifications, and Estimates (PS&E) and right of way (ROW) for the Interstate 80 Freeway
Capacity Improvement Project (03-SAC-80 KP 28.3/29.0/03-PLA-80 KP 0.0/8.2). This is
intended to match Caltrans' request for \$10.2 million in Interregional Transportation
Improvement Program (ITIP) funding.

Rail Corridor Capacity Improvements – Elvas Tower to Roseville

The PCTPA requests the CTC program \$3.0 million of Regional Choice funds for the
construction of track capacity improvements to the Union Pacific Railroad corridor between
Elvas Tower and Roseville to allow additional rail service to Placer County.

1 Planning, Programming, and Monitoring

2 The PCTPA requests the CTC program \$0.3 million of Regional Choice funds to PCTPA for
3 planning, programming, and monitoring of the county's RTIP program.

4 APDE Funding

5 New Connector Road – State Route 65 to State Route 70/99 "Placer Parkway"

6 The PCTPA requests the CTC program \$4.7 million of Advance Project Delivery Element
7 (APDE) funds for the Project Assessment and Environmental Determination (PA&ED) for a
8 new connector road between SR 65 and SR 70/99, also known as the Placer Parkway project.

9 Advance Funding

10 State Route 65 – Lincoln Bypass (03-Pla-65)

11 The PCTPA requests that the CTC program an \$80 million advance of future Regional
12 Choice funds to the Lincoln Bypass. These funds are requested and intended to match
13 Caltrans' request for an equal amount of Interregional Transportation Improvement Program
14 (ITIP) funds. The combined amount will fully fund construction of this facility.

15 Interregional Transportation Improvement Program

16 State Route 65 – Lincoln Bypass (03-Pla-65)

17 The PCTPA strongly supports and recommends the CTC program ITIP funding in the
18 amount of \$80 million to match the RTIP Advance Funding request for the Lincoln Bypass
19 (03-Pla-65). The combined amount will fully fund construction of this facility.

20 Interstate 80 Freeway Capacity Improvement Project

21 The PCTPA strongly supports and recommends the CTC program ITIP funding in the amount
22 of \$10.2 million to match the RTIP funding request for the Plans, Specifications, and Estimates
23 (PS&E) and right of way (ROW) for the Interstate 80 Freeway Capacity Improvement Project
24 (03-SAC-80 KP 28.3/29.0/03-PLA-80 KP 0.0/8.2).
25
26
27
28

Attachment E. Native American Heritage Commission Response letter

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-6390
Web Site www.nahc.ca.gov



July 3, 2001

Erick Wulf
Department of Transportation
1304 O Street
Sacramento, CA 95814

RE: Placer HOV Lanes – Placer County

Sent By Fax: (916) 323-7669
Pages Sent: 2

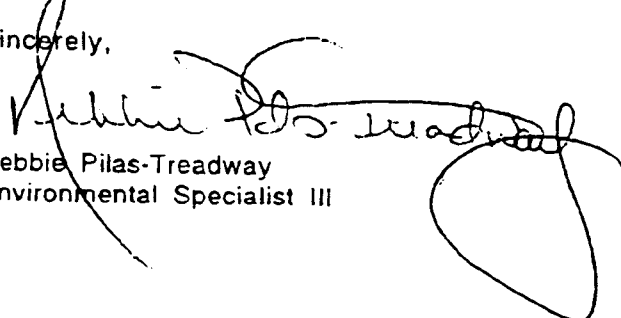
Dear Mr. Wulf:

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend other with specific knowledge. A minimum of two weeks must be allowed for responses after notification.

If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4038.

Sincerely,


Debbie Pilas-Treadway
Environmental Specialist III

Attachment F. FHWA Categorical Exclusion determination letter for project



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
980 Ninth Street, Suite 400
Sacramento, CA. 95814-2724

March 14, 2003

IN REPLY REFER TO
HDA-CA
File #: 03-Sac-80 KP 27.9/29.0
03-Pla-80 KP 0.0/8.3
03-367800
Document #: P43826

Ms. Jody Lonergan, District Director
California Department of Transportation
District 3
P. O. Box 911
Marysville, CA 95901

Attention: Japtej Gill

Dear Ms. Lonergan:

We have reviewed the documentation for freeway improvements on I-80 from near the Sacramento/Placer County line to east of the State Route 65 connector. Three build alternatives have been proposed, two of which would add a lane (either a mixed flow lane or a high occupancy vehicle) to the median. In addition, the project would also construct auxiliary lanes between the ramps and traffic operating systems. The third alternative will only add the auxiliary lanes and the traffic operating systems.

Based on the review of the draft Initial Study/Environmental Assessment, the technical documents, and discussions with your staff, the environmental impacts are minimal. Therefore, the Federal Highway Administration (FHWA) is proposing that a Categorical Exclusion (CE) be issued for this project.

Prior to submission of the CE for FHWA approval, the following modifications to the technical documents should be made:

Noise Report

- Discussion of Section 4(f) on pages S-3 and 25 should be removed. The impacts to the resource should be evaluated, however, the applicability of Section 4(f) is determined by the FHWA. Constructive use is a determination by the Chief Counsel's Office.

Air Quality Report

- There is disagreement within the report as to whether Placer County is in an attainment or a non-attainment area with respect to PM10 on pages 1, 2, and 3. In addition, on page 1 "NEPA Thresholds of Significance for PM10" does not exist.

Please submit the CE and the corrected technical documents to FHWA for signature. The FHWA's approval of the CE will complete the National Environmental Policy Act (NEPA) requirements for the project.

If you have any questions, please contact Steve Healow at (916) 498-5849.

Sincerely,

/s/ Steve Healow
For
Gary N. Hamby
Division Administrator

bc:
(E-mail)
Stephanie Stoermer
Steve Healow
Gary Sweeten
Maiser Khaled
Gary Winters
John Webb

**Attachment G. City of Roseville letter of support for Section 4(f)
determination**



Community Development

311 Vernon Street

Roseville, California 95678-2649

April 11, 2002

Mr. Karl Dreher
Project Manager
Caltrans
2800 Gateway Oaks Drive, Suite 100
Sacramento, CA 95833

**Subject: Sacramento/Placer I-80 Capacity Enhancement Project – City of
Roseville Determination Regarding Department of Transportation Act
Section 4(f)**

Dear Mr. Dreher:

Caltrans is proposing the Sacramento/Placer Interstate 80 (I-80) Capacity Enhancement Project located between the Placer County line and one mile east of State Route 65. Among the alternatives being studied is the addition of a new travel lane which would require widening the I-80 bridge over Miner's Ravine within the City of Roseville. Caltrans has discussed the proposed project with the City, including the need to determine applicability of the Department of Transportation Act Section 4(f).

It is Caltrans' opinion that the Department of Transportation Act Section 4(f) does not apply to the Sacramento/Placer I-80 Capacity Enhancement Project at the Miner's Ravine Bridge crossing. The City of Roseville concurs with this opinion for the following reasons:

- The bike trail planned to pass under the I-80 bridge is being designed to be compatible with freeway widening improvements;
- I-80 construction activities would be temporary;
- Caltrans has agreed to repair any potential damage to the bike trail during freeway construction;
- The function of the bike trail at this location will be for commute purposes as well as casual recreation. At this location, the trail is expected to function more as an alternative transportation or commuter route because of the limited opportunities for grade separated crossings of I-80 in Roseville. In fact, the trail project is primarily funded by an ISTE A CMAQ grant which emphasizes the provision of alternative transportation modes to mitigate air quality impacts;
- Although the land beneath the freeway is designated open space (in Roseville all major water courses and immediately adjacent lands receive this designation), because of the site dominated by the existing freeway bridge crossing it does not function as a major park, recreation or refuge area.

Because of site conditions at the I-80 Miner's Ravine Bridge crossing location, the City concurs with the Caltrans determination that Section 4(f) does not apply to the Sacramento/Placer I-80 Capacity Enhancement Project at this location. Should you have any questions concerning this matter, please contact me at 916/774-5334.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Morse", with a stylized flourish at the end.

Mark Morse
Environmental Coordinator

cc: Rhon Herndon, City of Roseville
Raul Cervantes, City of Roseville
Japtej Gill, Senior Environmental Planner, Caltrans, PO Box 942874, Sacramento, CA 4274-0001

**Attachment H. City of Rocklin letter of support for Section 4(f)
determination**



City of Rocklin

August 21, 2002

3970 Rocklin Road
Rocklin, CA 95677-2720
916-632-4000
TDD 916-632-4013
www.ci.rocklin.ca.us

Mr. Karl Dreher
Project Manager
Caltrans
2389 Gateway Oaks Drive, Suite 100 MS-15
Sacramento, CA 95833

**Subject: Sacramento/Placer I-80 Capacity Enhancement Project – City of Rocklin
Determination Regarding Department of Transportation Act Section 4(f)**

Dear Mr. Dreher:

Caltrans is proposing the Sacramento/Placer Interstate 80 (I-80) Capacity Enhancement Project located between the Placer County line and one mile east of State Route 65. Among the alternatives being studied is the addition of a new travel lane which includes the installation of soundwalls adjacent to Woodside Park within the City of Rocklin. Caltrans has discussed the proposed project with the City, including the need to determine applicability of the Department of Transportation Act Section 4(f).

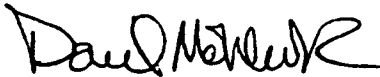
It is Caltrans' opinion that the Department of Transportation Act Section 4(f) does not apply to the Sacramento/Placer I-80 Capacity Enhancement Project at Woodside Park. The City of Rocklin concurs with this opinion for the following reasons:

- The temporary occupancy due to the soundwall construction activities will be of short duration and less than the time needed for construction of the entire project.
- The temporary occupancy will not change the ownership or result in the retention of long-term or indefinite interests in the land for transportation purposes.
- The temporary occupancy will not result in any temporary or permanent adverse change, change to the activities, features, or attributes which are important to the purpose or functions that qualify the Park for protection under Section 4(f).
- The temporary occupancy includes only a minor amount of land.

Page 2
Mr. Karl Dreher
Project Manager
Caltrans
Sacramento/Placer I-80 Capacity Enhancement Project

Because of site conditions at the Woodside Park location, the City concurs with the Caltrans determination that Section 4(f) does not apply to the Sacramento/Placer I-80 Capacity Enhancement Project at this location. Should you have any questions concerning this matter, please contact me at 916/632-4020.

Sincerely,



David Mohlenbrok
Senior Environmental Planner

cc: Terry Richardson, City of Rocklin
Larry Wing, City of Rocklin
Japtej Gill, Sr. Environmental Planner, Caltrans, PO Box 942874, Sacramento, CA 4274-0001



Chapter 7 **List of Preparers**

This DEIR was prepared by the North Region of Caltrans. The following Caltrans and consultant contract staff aided in preparing the technical studies or parts of this DEIR:

7.1 Caltrans Staff

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Richard G. Burg, Associate Environmental Planner (Wildlife Biologist), BS Wildlife Management, Humboldt State University; 5 years experience; Natural Environmental Study.

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Joan Rappold, Associate Environmental Planner (Cultural Resources) BA Environmental Studies, University California Santa Barbara; MA History, California State University Sacramento; 12 years experience, historical architecture aspects of Cultural Resource reports.

Sharon Tang, Transportation Engineering Technician (Air / Noise); AA Business/ Engineering Sacramento City College; 3 years experience, Air Analysis Report.

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David Liu, Transportation Engineer: BS Civil Engineering, University of California, Davis; 10 years experience in civil engineering, design, and construction; Project Engineer.

Nesar Formoli, Senior Transportation Engineer. BS Civil Engineering, Kabul University; 25 years of roadway engineering, design, and construction experience, Registered Civil Engineer for the State of California; Primary oversight on project design.

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7.2 Jones & Stokes Contractors

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Kevin Lee, MS Civil / Environmental engineering 3 years experience; Noise Report

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Chris Elliott, BS Landscape Architecture 6 years experience; Visual Report

Aerin Martin, MLA Landscape Architecture 1 year experience; Visual Report

Debbie Bloom, Graphic Artist 16 years experience; Visual Report



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